SHRI BIR BHADRA PRATAP SINGH: Mr. Chairman, Sir, four types of cables are given in the answer.

MR. CHAIRMAN: Why did you put this question to the Telecommunications Minister? You should have put it to the Industry Minister. It depends on what you want. If you wanted with regard to collaboration, with regard to cost and everything, they are all matters relating to the Industry Ministry.

SHRI BIR BHADRA PRATAP SINGH: Mr. Chairman, Sir, sometimes.....

MR. CHAIRMAN: You must also be careful. Now, put your second supplementary.

SHRI BIR BHADRA PRATAP SINGH: I want to know about one MP project, the optical fibre project. Before we have done it, a dispute has arisen. And I wanted to point out the dispute to the hon. Minister because it is directly concerned with his Ministry. The controversy is between the HCL and the MP State Electronics Development Corporation over the production of optical fibres and the connected equipment by the former or the latter. The question is what technology has been selected for the MP project and what are the main terms and conditions including technology transfer period, contract price, letter of intent or order issued to the foreign company.

MR. CHAIRMAN: I am afraid this Minister cannot reply.

SHRI SANTOSH MOHAN DEV: This does not relate to me.

SHRI VITHALRAO MADHAVRAO JADHAV: Mr. Chairman, Sir, I would like to ask about item (e) of this question, about the length of the coaxial line. Sir, there is one project going on in Southern India for the laying of the coaxial line between Aurangabad and Hyderabad. And in this House, the Communications Minister has given the answer that the work of laying this line will be completed by the end of 1987. Is the work making that progress that it will be completed in record time as it has been answered in this House?

SHRI SANTOSH MOHAN DEV: Sir, I would take care that the commitment which has been made is kept. And I will monitor it personally.

MR. CHAIRMAN: Question No. 203.

Dornier planes

*203. SHRI SURESH KALMADI:†
SHRI ASHWANI KUMAR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that there have been frequent cases of engine failure in the Dornier planes of Vayudoot;

(b) what is the number of reported cases of such failures during October, November and December, 1986.

(c) what were the reasons for these failures; and

(d) what steps are being taken to avoid such failures in future?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) and (b) There were four Garret engine premature removals in the month of October, three in November and one in December, 1986.

(c) Out of these 8 engine premature removals, 4 were due to inherent design short-comings or material failure, two engines had sustained damage due to bird ingestion and one due to foreign object damage. The remaining one was due to operational reasons.

(d) In respect of premature removals due to design short-comings of material failure,

†The question was actually asked on the floor of the House by Shri Suresh Kalmadi.

manufactureres are redesigning the concerned components while in the case of premature removal due to operational reasons, Vayudoot have issued a circular to all its flight crew for their guidance.

SHRI SURESH KALMADI: Sir, there is crisis in the Vayudoot due to the high rate of engine failure. Actually, on the floor of the House we have said time and again that the Dornier was a wrong choice for the Vayudoot. Firstly because it was only an 8-seater, whereas we should have got a 40-seater at least. And today a Dornier, costs about Rs. 4.5 crores, whereas 40-seater aircraft could be had for less than Rs. 4 crores. Sir, as per the answer given by the Minister, he has admitted that there have been eight engine failures during October-December period. But, to my knowledge the number is much more. I think it is about 17. But any way I am prepared to go by what he has said. The most disturbing part, however, is that out of eight engines which have failed four are due to inherent design shortcomings and material failure. This is absolutely shocking. How has this happened The HAL has got an order for about 200 aircraft to be manufactured for Vayudoot, Coast Guards, military operations and now for air taxis. I think it is very dangerous. You have stated that the component is being redesigned by the Dornier, but that is going to be available only in 1988-89. What about the intermediate period? Are all the Dorniers flying? Out of ten Dorniers, you have said that there have been eight engine failures. My question is very specific. What are we going to do till 1988-89? Are we planning to ground the Dorniers also? There is a huge amount of losses which we are suffering as Indian public. This is happening to Vayudoot also. Are we going to seek compensation from the Dornier company or Garret company and how much is the amount of losses?

SHRI JAGDISH TYTLER: Sir, it is a fact that we have been having a problem with the engines. After the 8 engines which we had told you—these are four months figures—no doubt there are some more engines which have been giving problems. Some are due to bird-hit and some are due to foreign objects. No doubt some of them are chargeable to the engine. We had already written to the Garret Company. The Chairman had come and I had personally constituted a committee of three people and I had said that within one month they should come out with report. Now about the thing which you said would be ready, because the Garret Company had accepted that this would be ready in the beginning of 1988, that means it will take another eight months only. Till that time we cannot ground the aircraft because there are practically 2,185 engines manufactured by this company and there are 181 Dorniers which have been flying. We have asked them because they have accepted that this kind of a problem they have been facing, what remedial action they have taken and we are expecting their answer. But we are not putting it here and expecting something worse to happen. We are examining the carbon seal condition which we are monitoring for the consumption of oil and we are also doing oil analysis to check the bearing rate and when we notice that such bearing rate is more in the oil content, we open up the engines.

SHRI SURESH KALMADI: Sir, the Hon. Minister said that there are so many Dorniers flying all over the world and he does not think of grounding the Dorniers here. But then there must be something wrong in India if so many engine failures take place here. The Vayudoot is expanding at a very fast rate. They take pride in saying that theirs is the fastest developing airline in the world. And they are opening one hundred centres. I think the reason for the engine failures is not the rapid expansion but there are some other reasons. There have been complaints from the pilots; there has been poor maintenance; then I think over-flogging of the aircraft, and these are some of the reasons due to which engine failures might be taking place. I would request the hon. Minister to look into it.

I am surprised to see the advertisement in yesterday's papers 'AIR TREK OF

DORNIER TO HIMALAYAS. THERE IS NO EXPERIENCE QUITE LIKE IT. I am surprised. Dornier is not a pressurised aircraft. How is it to fly ten thousand feet and now that there has been engine failure? I think the Minister and the Vayudoot should reconsider. This Himalayan flight might be a Himalayan blunder because if they land in the snow, that will be—as they say—like there is no experience quite like it.

SHRI JAGDISH TYTLER: It is not that. Only recently three Cabinet Ministers went in that aircraft. It must be very very safe. We will not expose the public to such a flight if it is not safe. Being a pilot yourself, Dornier can fly...

MR. CHAIRMAN: Say, being a pilot 'himself' and not 'yourself'.

SHRI JAGDISH TYTLER: Ten thousand feet is a very safe height to fly without pressure and we flew at 9500 ft. when we went to Himalayas and I think it is a very beautiful flight and you must come and see that it is a very very safe flight.

SHRI M. KADHARSHA: I have no doubt that the hon. Minister has a vast experience in aviation. But all his experience has helped only to change the uniform of the air-hostesses and not to improve the service or find suitable aircraft for Vayudoot.

MR. CHAIRMAN: Are you satisfied to not?

SHRI M. KADHARSHA: Certainly not, Sir. Even to justify the fare hike, the Acting Managing Director of Indian Airlines has to come to his rescue by giving statements after he answers in Parliament which, in my view, is highly improper. Particularly when Parliament is sitting, when the Minister has replied to the questions, the explanation should also come from the Minister. That is my humble view. Now, coming to the question...

SHRI JAGDISH TYTLER: I have not followed.

MR. CHAIRMAN: It is only a preamble, which you need not answer.

SHRI M. KADHARSHA: Now, coming to Dornier . . .

MR. CHAIRMAN: Now he is coming to the question.

SHRI M. KADHARSHA: Since Dornier has proved a total failure, I would like to know from the hon. Minister whether the Government will go in for any other aircraft because there was a news that the Government has constituted a committee which is going to evaluate the aircraft from other countries. Secondly, I would like to know from the hon. Minister whether the cost of engine maintenance is more than double the slated cost when they came to agreement with the Dornier company. I would also like to know the fuel capacity as compared to Fokker Friendship and Avro. How does the performance capacity of Dornier compare with other aircraft?

SHRI JAGDISH TYTLER: No doubt, the cost of the aircraft has gone up because of fluctuation in currency rates. But I do not know how the uniforms of the young ladies is affecting the working. But I think we have got the feed-back. Everybody is very happy and I think the work culture has also changed, and I do not think there has ever been a case brought to my notice, and if the hon. Member can bring any such thing to my notice, we can put things right.

MR. CHAIRMAN: Is the engine maintenance cost double?

SHRI JAGDISH TYTLER: The cost of spare parts has gone up naturally because nearly 70 to 80 per cent of the marked price, compared to Indian rupee, has gone up.

MR. CHAIRMAN: Next point raised was, what is the fuel efficiency of Avro?

SHRI JAGDISH TYTLER: I do not have the figures; I can inform the hon. Member.

SHRI DHARNIDHAR BASUMATARI: I am very much grateful to the Civil Aviation Ministry for introducing Vayudoot flights to almost all the districts. But I would like the hon. Minister to pay special attention to Mizoram, which recently attained Statehood. Now, Sir, the Dornier aircraft has got only eighteen seats. There is a dispute about the relative merits of the Dornier and Fokker Friendship aircrafts. I am not an expert. But I would like to know from the hon. Minister whether the Government is thinkink of replacing the Dornier with the Fokker Friendship aircraft as Dornier has got limited seats cannot accommodate growing passengers.

SHRI JAGDISH TYTLER: The Fokker Friendship is a higher capacity aircraft whereas the Dornier has nineteen seats. Subject to availability of aircraft and traffic surely, we would like to help the hon. Member.

SHRI VITHALRAO MADHAVRAO JADHAV: Sir, I am very happy that many places in our country have been connected by the Vayudoot service, specially by the Dornier aircraft. When I have travelled by the Dornier, I have observed that a high sound is heard. The second thing is that it has got limited capacity. It is only an eighteen-seater aircraft. I would like to know whether the Government have any proposal to introduce a higher-capacity aircraft, say with 40-50 seats, in the Vayudoot service.

SHRI JAGDISH TYTLER: Sir, I have answered this question.

MR. CHAIMAN: The Minister has answered this point. It depends on traffic.

PROF. C. LAKSHMANNA: I would like to inform the hon. Member that the number of failures of engines is not eight; it is fifteen. I have got authentic

SHRI JAGDISH TYTLER: I have already accepted that.

PROF. C. LAKSHMANNA: Two of them have been grounded, one without engines for three months from December onwards. In view of this, what specific steps will the hon. Minister take in regard to making the Garret and Company accept the responsibility in regard to these fifteen and not eight engine failures?

SHRI JAGDISH TYTLER : We are negotiating with them. We will not leave them. We will get the best out of them.

SHRI BIR BHADRA PRATAP SINGH: Mr. Chairman, Sir, I would like to express four concerns over this. Yesterday, two hon. Members referred to it. The first is that, the Dornier is being operated not only for Vayudoot, but in four more other fields. The second is cost aspect. The third is about the engine failures which has been referred to just now. The fourth point is, about which I am concerned, we are going in for a large purchase of this aircraft; I understand, 134. This is not a bicycle or a rickshaw which you are going to buy. After all, you are purchasing a very high-cost commodity. Therefore, I would like the hon. Minister to enlighten us about the future purchase of these 134 aircraft, about whose engine failures so much has been said yesterday and today.

SHRI JAGDISH TYTLER: First of all, we are not going to purchase it. we are going to manufacture it in the country in collaboration with the Germans. The second thing is that it has nothing to do with the Civil Aviation Ministry. It is the Defence Ministry which will be undertaking the manufacture and they are going to negotiate whatever agreement they are going to enter into.

SHRI T.R. BALU: Sir, I am very grateful to the new Congress (I) Member, Shri Kalmadi, for raising this question. A month ago, a Vayudoot service was started between Madras and Thanjavur. *(Interruptions)*. But within in week, on a particular day, it was reported in the newspapers that the Vayudoot plane got stuck up due to some staring trouble. It was found that there was no battery at the Thanjavur airport and the officials of the Civil Aviation Department had to go

to Madras to fetch the battery. Till that time, number of passengers were held up at the airport till late in the night. Afterwards, the jeeps of the Civil Aviation Department were used to pull out the Vayudoot plane. Somehow or other they started the engine and the people were able to return to Madras. Will the hon. Minister let us know whether minimum requirement if spare batterits would be made available to run the engine at Thanjavur airport hereafter?

SHRI JAGDISH TYTLER: First of all, I will find out about what the hon. Member has stated.

SHRI V. GOPALSAMY: Be generous to Tamil Nadu.

SHRI JAGDISH TYTLER: Yes, yes I am always genorous. That is why when the Vayudoot service was started, this was mainly meant as a bush operation so that with the minimum facilities we should be able to start. Otherwise, I do not have even the budget. It requires crores and crores of rupees. I am asking the State Governments to come and help us and your State has always been cooperative. (*Interruptions*). I said that your State has always been very cooperative.

SHRI T. R. BALU: But what about the engine?

SHRI JAGDISH TYTLER: I just said that I will find out.

*204. *The questioners Shrimati Renuka Chowdhury and Shri Muktiar Singh Malik were absent. For answer, col.* 39 infra)

IMPLEMENTATION OF THE 4TH PAY COMMISSION PAY RECOMMENDATIONS FOR THE PHARMACIST IN THE UNION TERRITORIES

*205. SHRI SATYA PRAKASH MALAVIYA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Pharmacists working in the Union Territories have been agitating for removing disparity between the pay scales of the Union Territory and the Central Government Pharmacists following the implementation of the Fourth Pay Commission Recommendations; and

(b) if so, whether Government have received representations from the Joint Council of Pharmacists for removing the disparity and, if so, the details thereof and the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE): (a) Yes, Sir.

(b) The Government have received representations on this subject. However, the Government are advised that the present scales of pay of Pharmacists have been fixed in accordance with the recommendations of the Fourth Pay Commission.

श्री सत्य प्रकाश मालवीय : क्या यह सही है कि चौथे वेतन आयोग ने जो अपनी संतुति की उन्होंने फार्मासिस्टों के लिए 1350-2200 का वेतनमान तय किया लेकिन उसकी संतुति पर भारत सरकार के वित्त मंत्रालय ने जब वेतनमान तय किया तो जो यूनियन टेरिटरीज दिल्ली में फार्मासिस्ट हैं उनके लिए 1200–2040 का वेतनमान और जो केन्द्र सरकार के फार्मासिस्ट हैं उनके लिए 1350–2200 का वेतनमान दिया ?

KUMARI SAROJ KHAPARDE: Sir, I really do not know what disparity is there. The Pay Commission had not given or recommended any pay scale for the post of pharmacists working in the Union Territories. They have meerly given recommendations for revising the scale of pay of different posts. They recommended that the post in pre-revised scale of Rs. 330 to 560 may be given the revised scale of Rs. 1200 to 2010. As the pre-revised scale of pharmacists in the Union Territories was Rs. 330 to 460, the revised scale of pharmacists is Rs. 1200 to 2040 in terms of the recommendations of the Commission. You will see, Sir, that the Commission has not revised the pay scales of pharmacists, they have recommended pay scales for all categories of employees in this particular grade.